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## APPENDIX A

## GLOSSARY OF AIRCRAFT TERMINOLOGY

## A

This glossary applies to the terminology used in the Aircraft Inventory Reporting System. All included terms, unless clearly worded otherwise, must be read and understood with reference to AIRCRAFT (e.g., "accident" refers to "aircraft accident," "retirement" to "retirement of aircraft," etc.).

ACCEPTANCE. Assumption of responsibility for, or legal title to, an aircraft from another party. Receipt of new aircraft from a manufacturer (or of any aircraft from a non-Navy custodian) by an authorized Navy representative. Acceptance coincides with execution of the Material Inspection and Receiving Report (DD-250).

ACCEPTANCE, PROVISIONAL. The acceptance of an aircraft with the provision that certain obligations with respect to the aircraft have yet to be fulfilled by the contractor. Acceptance coincides with execution of the Material Inspection and Receiving Report (DD-250).

ACCIDENT. A mishap involving one or more naval aircraft that occurs when intent for flight exists and results in substantial or minor damage to the aircraft. See OPNAVINST 3750.6Q (NOTAL) for detailed definition.

ACCIDENT, GROUND. A mishap involving naval aircraft where no intent for flight exists, which results in damage to the aircraft, and/or any significant injury to personnel. See OPNAVINST 3750.6Q (NOTAL) for detailed definition.

ACTIVE INVENTORY. Pipeline and operating segments of the inventory.

AGE. The process of accumulating operating service months. See OPERATING SERVICE MONTH and OPERATING SERVICE AGE.

AIRCRAFT. The Aircraft Inventory Reporting System limits its coverage to fixed and rotary wing aircraft, including sailplanes and target drones (man-carrying). Aerial targets (non-man-carrying), unmanned air vehicles (UAV) and guided missiles are excluded.

AIRCRAFT CONTROLLING CUSTODIAN (ACC). An aircraft inventory reporting term applied to LANT, PAC, CNARF, CNATRA, NASC T&E, NASC STF, and NASC FS. ACCs exercise administrative control over assignment, employment, and logistic support of aircraft as specified by the CNO. ACCs other than NASC FS are also referred to as operating commands. NAVAIRWARCEN has administrative authority over NAVAIRSYSCOM aircraft.

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AIRCRAFT LOGBOOK. A detailed service record maintained for each individual aircraft. Instructions on maintenance of the logbook are contained in reference (a).

AIRCRAFT OPERATING PROGRAM. This term is used in the Department of Defense (DOD) Planning, Programming and Budgeting System. The aircraft operating program includes all aircraft for both active and reserve forces and provides the basis for determining procurement, operating, maintenance, spare parts and manpower requirements for Naval Aviation. Also see TOTAL ACTIVE AIRCRAFT AUTHORIZATION and TOTAL ACTIVE AIRCRAFT INVENTORY.

ALLOWANCE. The quantity and class/subclass of aircraft an organizational unit is authorized to have. See PROGRAM OPERATING ALLOWANCE.

ASSIGNMENT. Statement of fact or positive intention that specifically designed aircraft are or will be in the custody of specifically designated organizational units.

AWAITING. Temporarily idle, with or without preservation, while either awaiting entry (or awaiting transfer toward entry) into an operating status or into some logistic process (e.g., rework, storage, final disposition).

B

BACKUP AIRCRAFT AUTHORIZATION (BAA). Aircraft over and above the Primary Authorized Aircraft to permit scheduled and unscheduled maintenance, modifications and inspections and repair without reduction of aircraft available for operational mission. No operating resources are allocated for these aircraft in the Defense budget. See also PRIMARY AIRCRAFT AUTHORIZATION.

BACKUP AIRCRAFT INVENTORY (BAI). The aircraft designated to meet the backup authorization. See PRIMARY AIRCRAFT INVENTORY.

BAILMENT. Aircraft under the controlling custody of NASC T&E in the physical custody of non-Navy organizations pursuant to a contract for research, development, and evaluation or production testing for the Navy.

BIS (BOARD OF INSPECTION AND SURVEY), PE (PRELIMINARY EVALUATION). A brief qualitative evaluation of the stability, control, and service readiness (including support equipment) for the purpose of establishing that the aircraft and its basic components of power plant, armament, and electronics equipment are capable of fulfilling the basic fleet mission(s) of the aircraft.

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BUNO (BUREAU NUMBER). An unhyphenated serial number, not exceeding six digits, used to identify individual airframes within the naval aircraft inventory. Each number is unique to a particular airframe. Assignment is controlled by the CNO (OP-515).

## C

CALENDAR AGE. The total number of calendar months since acceptance.

CANNIBALIZE. Removal of serviceable parts from one aircraft or equipment for installation on another aircraft or equipment.

CILOP (CONVERSION IN LIEU OF PROCUREMENT). See STANDARD DEPOT LEVEL MAINTENANCE (SDLM).

CONTRACTOR HELD. A Navy aircraft in the physical custody of a contractor under a NAVAIR contract. "Contractor held" can include, but is not limited to, Bailment agreement and Government Furnished Property contracts.

CONVERSION. See REWORK.

CUSTODY. The responsibility for the control of, transfer and movement of, and access to weapons and components. Custody includes accountability.

CUSTODY, CONTROLLING. Administrative control of the assignment, logistic support, employment and the responsibility to account for aircraft.

CUSTODY, PHYSICAL. Actual possession of the aircraft for a definite purpose. Physical custody does not necessarily imply reporting custody.

CUSTODY, REPORTING. Squadron (or other reporting unit) with responsibility to account for and otherwise provide information about assigned aircraft. Reporting custody does not necessarily imply physical custody.

## D

DAMAGE. Impairment of aircraft incurred accidentally incident to flight, ground towing/handling, unusually severe weather, enemy action, or sabotage. Reference (e) defines the categories of damage (i.e., Class A, Class B, and Class C severity). For purposes of aircraft accounting, damage categories are limited to Substantial Damage - Standard Rework Required and Other Damage.

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DELIVERY. The logistic process involved when changing custody of an aircraft from a NASC FS activity to an Operating Command.

DEPOT SITE. The physical site of a NADEP or Commercial Rework Activity. The depot site is not the site of work for field teams, whether the site is for exclusive use by depot level field teams or not. For example, the depot site for NADEP Norfolk is physically at NADEP Norfolk, NAS Norfolk, VA. If NADEP Norfolk field team performs special rework in a hangar at NAS Oceana, VA., rework is not being performed at the depot site.

DETACHMENT. A temporary reporting custodian with aircraft assigned from a parent squadron or unit. A detachment is established when a squadron deploys one or more aircraft to a ship or base substantially removed from the location of the parent organization and/or the parent squadron's commanding officer feels that it would be impractical to retain reporting custody of the aircraft so deployed.

E

ENROUTE. When an aircraft is changing its physical or reporting custody.

EXPERIMENTAL. Aircraft acquired by the Navy solely for use in research and development.

EXTENSION. An authorization for a given aircraft to remain in period beyond the standard period time interval prescribed for the model. Extensions are granted under reference (b) in increments of 3 months or (for selected models) 3 months or until 10 percent of flight time allowed for basic period is accomplished, whichever occurs first.

F

FERRY. The flight or flights of an aircraft for the exclusive purpose of transfer of custody in accordance with ACC directives.

FLYABLE. An aircraft in such material condition as to be safely flyable under NATOPS and OPNAVINST 5442.4M (NOTAL).

FMS (FOREIGN MILITARY SALES). For purposes of this instruction, a category of aircraft offered for sale to foreign governments where reimbursement is obtained directly from the foreign government.

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## I

INACTIVE AIRCRAFT INVENTORY (IAI). Aircraft in storage, contractor held, government furnished property, on loan or lease outside the Defense establishment, or otherwise not available to the military services. Inactive aircraft are always OUT-MCRS.

INACTIVE PROGRAM. A program aircraft category which includes the following status situations: in process of first delivery or stored (service life not complete). Inactive aircraft are always OUT-MCRS.

INVENTORY. All aircraft (see AIRCRAFT) accepted into, and not stricken from, naval custody for which aircraft inventory reporting responsibilities exist.

## L

LOAN. Naval aircraft loaned to non-Navy U.S. government organizations for non-Navy purposes. A lease agreement is required to cover the loan.

## M

MAINTENANCE. The function of retaining material in or restoring material to a serviceable condition. See reference (a).

AV-3M (NAVAL AVIATION MAINTENANCE AND MATERIAL MANAGEMENT SYSTEM). Aviation 3M is the data collection and information management system which comprises a portion of the NAMP (Naval Aviation Maintenance Program). See reference (a).

MAP (MILITARY ASSISTANCE PROGRAM) AIRCRAFT. For purposes of this instruction, a category of aircraft selected/designed for transfer to a foreign government in which costs involved were paid by a DOD approved MAP country program or transferred at no cost under an approved MAP program.

MCRS (MATERIAL CONDITION REPORTING STATUS). Reporting status with respect to Subsystem Capability Impact Reporting (SCIR).

MOBILIZATION RESERVE REQUIREMENT. Those aircraft in excess of Reserve Stock requirements which have been designated to fill a Mobilization requirement. Aircraft are retained in Mobilization Reserve, for which spare parts support is available, for at least one more standard rework and one more service period.

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MODEL DESIGNATION. That combination of significant letters and numbers assigned in accordance with a system contained in DOD 4120.15-L (NOTAL) of Jan 90. The designation indicates the type and mission capability of the aircraft. The system contains the following elements, in the sequence listed, to describe the aircraft. For example, the model NEA-6B:

<u>Elements</u>	<u>Aircraft Model Designation</u>
<u>STATUS PREFIX SYMBOL</u> - This symbol is used only when needed to indicate that an aerospace vehicle is not standard because of its test, modification, experimental, or prototype design for aircraft. The symbol appears to the immediate left of the modified mission symbol or basic mission symbol.	N
<u>MODIFIED MISSION SYMBOL</u> - This symbol is used only when needed to identify modifications to the basic mission symbol. Only one modified mission symbol will be used in any one model designation.	E
<u>BASIC MISSION SYMBOL</u> - This symbol identifies an aircraft's primary function or capability. It appears to the immediate left of the vehicle type symbol or design number separated by a dash.	A
<u>VEHICLE TYPE SYMBOL</u> - This symbol is required only for rotary wing, vertical short takeoff/landing (VTOL/STOL) and glider aircraft and will be accompanied by a basic mission or modified mission symbol. It appears to the immediate left of the design number separated by a dash (e.g., FA-18A, AV-8B).	
<u>DESIGN NUMBER SYMBOL</u> - This number identifies major design changes within the same basic mission. Design numbers run consecutively beginning with "1" for each category. A dash separates the design number from the symbol to its immediate left.	6
<u>SERIES SYMBOL</u> - This symbol identifies the first production model of a particular design and later models representing major modifications that alter significantly the relationship of the aerospace vehicle to its non-expendable system components, or changes its logistics support. Series symbols are consecutive beginning with "A" and appear to the	B

Model Designation (cont).

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immediate right of the design number. To avoid confusion, the letters "I" and "O" are not used for this symbol.

BLOCK NUMBER SYMBOL. Not subject to AIRS and XRAY reporting.

MODIFICATION, CORROSION AND PAINT PROGRAM (MCAPP). MCAPP is to incorporate depot level technical directives, inspect for corrosion damage and repair as required, and evaluate the material condition of the aircraft paint system.

N

NADEP. Naval Aviation Depot.

NON-PROGRAM (AIRCRAFT). Aircraft which are experimental, target carrying drone (man-carrying), retired (awaiting strike or decision to strike including those designated for MAP/FMS) but not yet stricken, stored with service life complete, or those on "contractor held" or loan contracts.

O

OPERATING (AIRCRAFT). An aircraft is in operating status whenever it is filling an authorized operating allowance. Aircraft reported in any of the A\_\_ status codes is in an operating status. Operating status aircraft are always in the reporting custody of the operating unit to which assigned. An aircraft which moves to a Rework Facility for purposes of rework will leave operating status although it may remain in the reporting custody of the operating unit. OPERATING AIRCRAFT ARE ALWAYS IN-MCRS.

OPERATING COMMAND. A controlling custodian of Naval aircraft, except NASC FS.

OPERATING PERIOD. See SERVICE PERIOD.

OPERATING SERVICE AGE. The number of Operating Service Months which an aircraft has completed. See OPERATING SERVICE MONTH.

OPERATING SERVICE LIFE. The planned total life of an aircraft always measured in terms of operating service months. Reference (b) contains operating service life length for each model aircraft.

OPERATING SERVICE MONTH. An operating service month is one monthly increment of an operating service life.

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OPERATING UNIT. Squadrons and units with an operating allowance. Squadrons and units may be further subdivided into detachments. To be "operating," a unit must have a mission which requires flight operations (other than ferry or flight test) by naval aircraft.

OPERATIONAL. All aircraft in the controlling custody of the operating commands.

P

PAINT AND CORROSION EVALUATION (PACE). The PACE program was developed to meet the specific needs of the F/A-18 series aircraft. For lot 10 and subsequent aircraft, an OSP has been established of 48 months. At the end of the OSP, a PACE will be performed within a window, six months prior to or ninety days after the Planned Inspection Date (PID). Aircraft passing PACE will receive a 12 month adjustment to the PID. Aircraft lot 9 and prior will be inducted into the PACE program and begin a 48 month OSP once they have completed the Modification, Corrosion and Paint Program (MCAPP). Aircraft failing PACE may fly to ninety days after the PID, at which time the aircraft shall be grounded until completion of MCAPP.

PED (PERIOD END DATE). The month and year a given aircraft ended or, if serving in period, is expected to end the current service period.

PERIOD NUMBER. Reference (b) specifies that the service life of an aircraft will consist of operating service months/hours per operating service period, followed by non-operating months (standard and special rework months per operating period). Periods are numbered sequentially beginning with the first (001) which commences upon receipt in an operating command following acceptance. The period number increments as the aircraft starts each new operating period. The number is normally retained through that period, the next standard rework process, and return to the operating unit.

PIPELINE. That part of the logistic cycle which includes all program aircraft supporting the operating segment of the inventory. The logistics pipeline includes aircraft enroute to, awaiting and undergoing standard rework or special rework at a depot facility site; aircraft undergoing special rework for modernization/modification whether in the physical custody of the reporting activity or at the depot facility; and aircraft awaiting transit or enroute to operating after completing standard rework or special rework at the depot facility. Aircraft awaiting or undergoing special rework repairs while in the physical custody of the reporting custodian are not included in the pipeline category but remain operating aircraft.



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PRIMARY AIRCRAFT AUTHORIZATION (PAA). Aircraft authorized to a unit for performance of its operational mission. The primary authorization forms the basis for the allocation of operation resources to include manpower, support equipment and flying hour funds. See also BACKUP AIRCRAFT AUTHORIZATION.

PRIMARY AIRCRAFT INVENTORY (PAI). The aircraft assigned to meet the primary aircraft authorization.

PROCESS. A generic term used to describe the series of actions or uses an aircraft is subjected to as it progresses through its service life. Several broad categories are included in the term: operating, standard rework, special rework, "contractor held", loan, reserve/retention, retirement and strike, and disposition undetermined. Subdivisions are included under each category to specifically describe the action or use involved. See Aircraft Status Codes in Table 2-2 of this instruction.

PRODUCTION (AIRCRAFT). New aircraft accepted from the contractor by the Navy. "Production Aircraft" also means all Navy aircraft which were procured for operational and training purposes (i.e., all aircraft except those procured solely for experimental purposes). Every Navy aircraft is either "experimental" or "production."

PROGRAM AIRCRAFT. All production aircraft in the physical custody of the Navy for which current or future operations within an authorized allowance is intended or can reasonably be expected. That includes all aircraft in the naval inventory except aircraft of experimental configuration, target drones (man-carrying), aircraft retired but not yet stricken, aircraft otherwise in process of final disposition, aircraft on "contractor held" or on loan and aircraft stored with service life complete.

PROGRAM OPERATING ALLOWANCE. The number of aircraft allowed a unit for flight operations related to the unit mission. See PRIMARY AIRCRAFT AUTHORIZATION.

PROJECT AIRCRAFT. Aircraft in either the controlling custody of NASC T&E or in the reporting custody of units of the Operational Test and Evaluation Force (COMOPTEVFOR), under an authorized operating allowance for purposes of experiment, research, development, test and evaluation of aircraft and aircraft equipment. Project aircraft have usually been altered to the extent that it is uneconomical to return the aircraft to service configuration and they are normally designated "N" (i.e., N P-3A).

PUC (PERMANENT UNIT CODE). A six character number permanently assigned to each reporting custodian. The master list of Permanent Unit Codes is maintained by CNO (OP-515) and contained in Appendix B.

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R

RECEIPT. The act of accepting reporting/controlling custody of an aircraft. Also see ACCEPTANCE.

REINSTATEMENT. Addition to the inventory of a previously stricken aircraft.

REPAIR. A special rework process. See references (a) and (b).

REPORTING CUSTODIAN. An organizational unit of the lowest echelon of command accepting responsibility (involving accountability to CNO) for aircraft, as designated either by CNO or by the controlling custodian of the aircraft.

RESERVE/RETENTION. Includes all aircraft which are stored and hence, inactive. Aircraft in Reserve/Retention are comprised of two sub-categories, those in RESERVE STOCK which are intended for future use with the operating program and those in MOBILIZATION RESERVE which are planned for return to operating in the event of mobilization.

RETIREMENT. The act or process which moves an aircraft from the program inventory to either strike, the strike process, or to storage (in the case of an aircraft which has completed its standard service life).

REWORK. The restorative or additive work performed on an aircraft, aircraft equipment and aircraft support equipment by naval aircraft industrial establishments, contractor's plants and such other industrial organizations designated by the COMNAVAIRSYSCOM. A rework process extends from the time some of the work is started until all of the work has been completed, including temporary interruptions in direct labor and including rework evaluation and test and correction of discrepancies. See reference (a) and (b) for definitions of the two major categories (standard and special) and nine sub-categories of rework. Note: In the normal circumstance, rework of aircraft is never accomplished by organizational/intermediate level maintenance activities or personnel. If local circumstances require performing work by such activities which is of such scope and depth as to indicate a possible "rework" classification, contact CNO (OP-514) (via ACC) on a case by case basis for decision.

RFI (READY FOR ISSUE). Aircraft in such material condition as to enable issue to an operating unit for use without prior rework.

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S

SDLM. See STANDARD DEPOT LEVEL MAINTENANCE.

SERVICE LIFE. The life cycle specified by reference (b) for each model program aircraft, from acceptance to strike, consisting of alternate periods of operating and rework time. Aircraft become eligible for strike upon completion of the life cycle specified.

SERVICE PERIOD. A prescribed segment of the service life of aircraft models subject to the SDLM, SDLM/MODIFICATION (MOD), SDLM/CRASH DAMAGE, SDLM/CILOP, or Air Worthiness Inspection life cycle (i.e., a stated number of Operating Service Months where the aircraft is in physical custody of an operating unit for use prior to standard rework or retirement). The number and length of service periods and other planning factors and policies are set forth in reference (b).

SPECIAL TEST, PERMANENT. Aircraft on special test programs by authorized activities, or "contractor held", whose configuration is so drastically changed that return of aircraft to its original configuration or conversion to standard operational configuration is beyond practical or economical limits. PERMANENT SPECIAL TEST aircraft are designated by the status prefix symbol "N." A number of Navy PROJECT DEVELOPMENT aircraft are in the PERMANENT SPECIAL TEST category.

SPECIAL TEST, TEMPORARY. Aircraft on special test programs by authorized organizations, or "contractor held", having special test configuration or whose installed property has been temporarily removed to accommodate the test. At completion of the test the aircraft will be returned either to its original or standard operational configuration. Aircraft in the process of BOARD OF INSPECTION AND SURVEY (BIS), PRELIMINARY EVALUATION (PE) are considered in the TEMPORARY SPECIAL TEST category. Aircraft in this situation will be designated by the status prefix symbol "J." Upon completion of the tests and return of the aircraft to an operational configuration, the status prefix symbol "J" will be dropped and so reported by XRAY action.

STANDARD DEPOT LEVEL MAINTENANCE (SDLM). SDLM is rework performed at a military rework facility or commercial contractor's facility at specific intervals during the service life of an aircraft. The intervals are based on operating service months, limiting flight hour accumulation, or in some cases, operating service months and limiting flight hour accumulation (whichever is reached first). The intervals have been determined by engineering analysis. Also referred to as standard rework.

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Categories

**SDLM** - Provides for a comprehensive inspection of selected aircraft structures and materials, critical defect correction, preventative maintenance as required and compliance with all technical directives, to ensure reliability and operational availability of the aircraft, at minimum cost for the established operating service period. An aircraft SDLM specification prepared requirement using Reliability Centered Maintenance (RCM) analysis defines the exact scope of SDLM to be accomplished by government or private contractor activities.

**SDLM/MOD** - Accomplishment of the standard depot level maintenance concurrent with the installation of modifications such that total man-hours (SDLM plus MOD) exceed the workload standard man-hours for the basic SDLM specification by more than 15 percent.

**SDLM/CRASH DAMAGE** - In addition to accomplishing SDLM, the repair and restoration to a serviceable condition that part of an aircraft that has sustained damage resulting from an accident.

**SDLM/CILOP** - Accomplishment of the SDLM concurrent with the installation of modifications designated as CILOP.

**SDLM/AIR WORTHINESS INSPECTION** - Applicable to commercial off-the-shelf aircraft and provides for a periodic standard rework normally performed under manufacturer's Federal Aviation Agency (FAA) approved maintenance requirements in Federal Acquisition Regulation (FAR) PART 91 (NOTAL). Such rework includes a comprehensive inspection together with critical defect corrosion correction and compliance with outstanding FAA air worthiness directives and approved manufacturer's service bulletins.

**MID-TERM INSPECTION** - Reliability Centered Maintenance (RCM) and Age Exploration analysis may determine that certain aircraft require a MID-TERM inspection and correction of critical defects/corrosion repair. The interim requirement may be accomplished at a rework facility, or in special cases, on location by a depot field team.

**STORAGE.** Stored aircraft are those temporarily removed from the active inventory and held in a preserved condition. Storage status applies from the beginning of the preservation process until preservation is removed in conjunction with the withdrawal process.

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STRIKE. The official action which removes an aircraft from the naval inventory and commensurate reporting responsibilities of this instruction. The STRIKE categories are as follows (see paragraph 117 of this instruction):

- Category 1        - Loss or damage to the extent that  
(Damage)           restoration is uneconomical or militarily impractical.
- Category 2        - Depreciation caused by time and usage  
(Depreciation)    to the extent restoration is uneconomical or militarily impractical.
- Category 3        - Administrative decision.  
(Administrative)
- Category 4        - Completion of standard service life as  
(Completed        defined (for each model) by reference (b).  
Service Life)

STATUS. A classification of the logistic processes or conditions which an aircraft will undergo during its service life. See Table 2-2 of this instruction for detailed aircraft status code information.

## T

TOTAL ACTIVE AIRCRAFT AUTHORIZATION (TAAA). The sum of the primary and backup aircraft authorizations.

TOTAL ACTIVE AIRCRAFT INVENTORY (TAAI). The sum of the primary and backup aircraft assigned to meet the total aircraft authorization.

TOTAL OVERALL AIRCRAFT INVENTORY (TOAI). The sum of the total active aircraft inventory and the inactive aircraft inventory.

TRANSFER. The act of conveying reporting/controlling custody of an aircraft to another custodian.

TYPE/MODEL/SERIES (TMS). See MODEL DESIGNATION.

## U

USE (PRIMARY). A broad classification of the primary reason an operating unit has an allowance of operating aircraft. Distinctions are as follows:

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- A1. COMBAT. Aircraft assigned primarily to inflict damage on the enemy.
- A2. COMBAT SUPPORT. Aircraft assigned primarily to provide direct support to forces which inflict damage on the enemy.
- A3. STUDENT PILOT/NFO/CREW TRAINING. Category includes aircraft assigned to syllabus training leading to designation as Naval Aviator or NFO and aircraft assigned for technical and specialized training of crew personnel.
- A4. RESERVE TRAINING/POST STUDENT TRAINING. Aircraft assigned primarily for individual syllabus training of designated Naval Aviators.
- A5. SPECIAL PROJECTS. Aircraft assigned to scientific programs or other missions not elsewhere classified.
- A6. PROFICIENCY FLYING PROGRAM. Aircraft assigned primarily to provide the means for individuals to meet minimum proficiency standards imposed by CNO.
- A7. WEAPONS SYSTEMS EVALUATION. Aircraft assigned primarily for tactical evaluation of aircraft and associated weapon systems.
- A8. UTILITY. Aircraft assigned for non-scheduled transport of passengers for administrative purposes, courier service and special missions not elsewhere classified.
- AH. Military Assistance Advisory Group (MAAG), MISSION AND ATTACHE. Aircraft assigned to MAAG, MISSION and ATTACHE activities.
- AJ. TEST AIRCRAFT, NAVY OPERATED. Aircraft assigned primarily for test of the aircraft or its components for purposes of research, development and evaluation.
- AK. TEST SUPPORT AIRCRAFT, NAVY OPERATED. Aircraft assigned to provide support to research, development and evaluation programs by actual participation.
- AL. SEARCH AND RESCUE. Aircraft assigned to shore based activities to provide search and rescue functions.
- AM. EXECUTIVE TRANSPORT. Aircraft assigned primarily to administrative transport of high ranking officers and dignitaries.